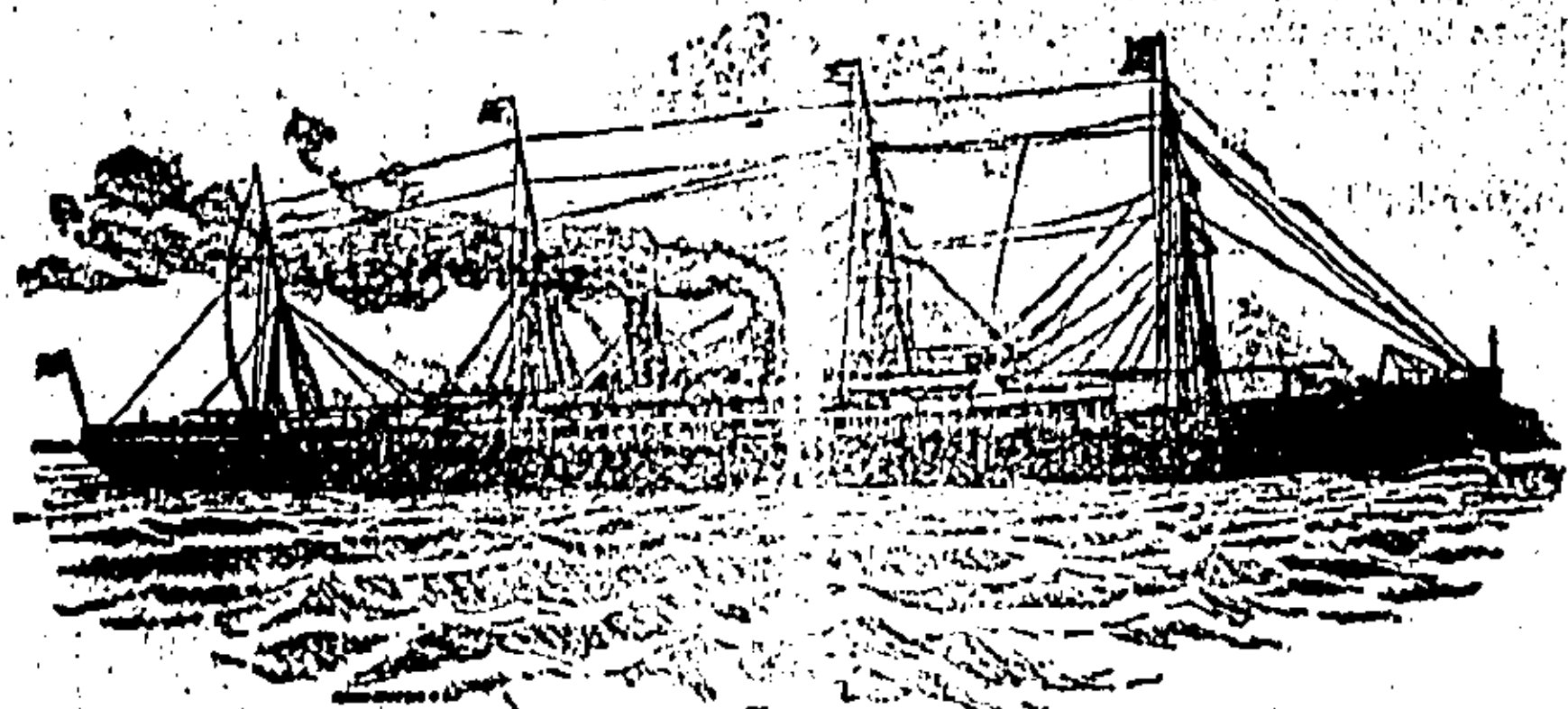


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	8,750 Gross Tons.....	TUESDAY, 11th October, at 10 A.M.
"COPTIC"	4,352 "	SATURDAY, 15th October, at Noon.
"KOREA"	11,276 "	SATURDAY, 20th October, at Noon.
"GABRIEL"	4,285 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"OHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIO"	4,784 "	SATURDAY, 17th December, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th October, at 10 A.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 4 to 10 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of the same.

Special rates (First-class only) to European Ports, granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to Mexico, Central and South America, by the Companies' and common carriers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 1,440 Tons..... | WEDNESDAY, 12th October. |

"EMPRESS OF CHINA" 6,000 " | WEDNESDAY, 19th October. |

"TARTAR" 4,425 " | WEDNESDAY, 2nd November. |

"EMPRESS OF INDIA" 6,000 " | WEDNESDAY, 16th November. |

"EMPRESS OF JAPAN" 6,000 " | WEDNESDAY, 14th December. |

"ATHENIAN" 1,440 " | WEDNESDAY, 28th December. |

Hongkong to London, 1st Class via St. Lawrence 60s. | via New York 60s. |

Hongkong to London, Intermediate via St. Lawrence 40s. | via New York 40s. |

Steamers, and 1st Class Rail 40s. | 40s. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and the connection with the ATLANTIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 21st September, 1904.

D. W. CRADDICK Acting General Agent, 9, Paddlers' Street.

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HAMBURG-AMERIKA LINIE.

OBTASLITISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SURVIA HAVRE and HAMBURG. | 18th October. | Freight. |

BRISGAVIA HAVRE and HAMBURG. | 1st Nov. | Freight. |

SLAVONIA HAVRE and HAMBURG. | 15th Nov. | Freight and Passengers. |

SEGOVIA HAVRE and HAMBURG. | 29th Nov. | Freight. |

SENEMAMBIA HAVRE and HAMBURG. | 13th Dec. | Freight. |

For further Particulars apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 6th October, 1904.

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TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Hongkong, 30th July, 1904.

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THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D.D.S.

17, DES VUEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,351 tons.....	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FAISHAN"	2,350 "	W. A. Valentine.
"HANKOW"	2,373 "	B. Branch.
"KINSHAN"	2,360 "	J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,993 tons.....	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.		
Departures on Sundays at NOON.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons.....	Captain J. Willox.
"NANNING"	569 "	G. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.		

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO. LTD.

Hongkong, 30th September, 1904.

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JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer. From Expected on or about Will leave for On or about

TJIPANAS .. JAPAN First half of October JAVA PORTS Second half of October

TJILATJAP .. JAVA PORTS First half of October JAPAN VIA SHANGHAI Second half of October

TJIMAH .. JAVA PORTS First half of November JAPAN VIA SHANGHAI First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

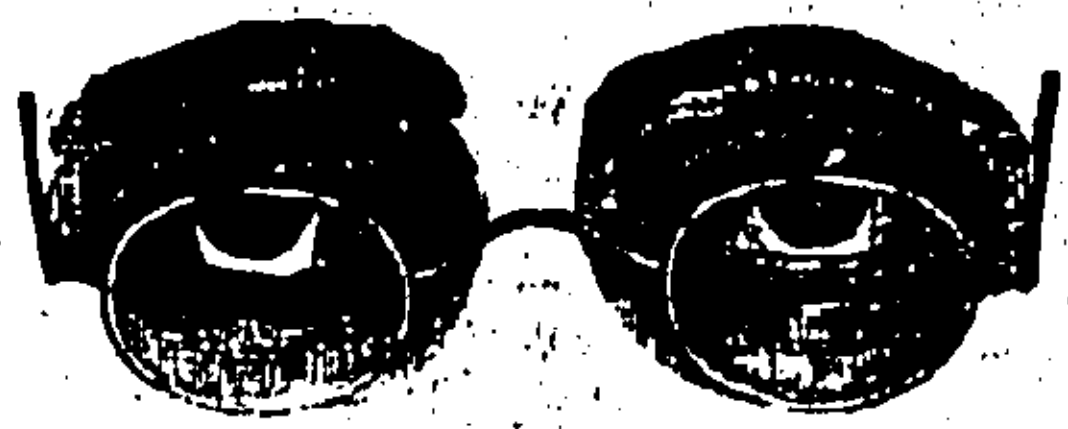
Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 30th September, 1904.

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Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS,

16, DES VUEUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES

Hongkong, 15th December, 1903.

[1804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

[10]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

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MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

[S'now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903.

[1784]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up, when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A I and A B C (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the completeness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

(Order books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367.

Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

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HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, Des Vaux Road Central.

THE NIGHT SCHOOL of the above will open for its regular Autumn Session on TUESDAY, October 4th. Books open for registration till October 15th.

SUBJECTS TAUGHT: Shorthand, Type-writing, Book-keeping, Commercial Correspondence, English, (Primary, Intermediate and Advanced), Mandarin, French, German, Japanese, Music and the English Bible.

FEES very moderate.

FULL PARTICULARS in our printed EDUCATIONAL ANNOUNCEMENT which will be furnished upon application.

Hongkong, 1st October, 1904.

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Intimations.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE MELLOW FLAVOUR OF OUR CELEBRATED VERY OLD LIQUEUR SCOTCH WHISKY.

IS ATTAINED ONLY BY Great Age, being thoroughly matured and Superior Quality Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 144.

CABLE ADDRESS: "ACHIEVE," HONGKONG.

A. B. C. CODE, 47th EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS, CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-class Builders.

A large stock of Canadian, Asbestos and Asbestic goods kept.

Agents for Messrs. Allen & Sons' Electrical Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hee Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates for quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 29th September, at Wuchow to the Rev. Louis and Mrs. BYRDE, of the Church Missionary Society, Kweilin, a son.

MARRIAGE.

On the 1st October, at H.B.M. Consulate-General before Sir Pelham H. Warren, K.C.M.G., and afterwards at St. Joseph's Church, French Concession, Shanghai, by the Rev. M. Kennedy, S. J., GEORGE DEITZ to GREGORIA RIVERO, both of Shanghai.

DEATH.

At the Government Civil Hospital, Singapore, on the 7th inst., of enteric fever, JAMES YOUNG, late Master of the Indo-China S. S. *Sui Sai* and of St. Ives, Cornwall.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 7, 1904.

EMIGRATION SUPERVISION.

The immigration department at San Francisco is at present perplexed at a recommendation regarding the admission of Chinese merchants and students into the United States. The American Consul at Shanghai has suggested that the examination of the exempted classes be made by representatives of the immigration bureau at Hongkong, Shanghai and Yokohama, instead of at the port of entry in the United States, and that the examiner's certificate, when accompanied by the consular visa, which shall continue to be given independently, shall entitle the holder to land without additional investigation or exceptional delay.

In a letter to the Customs Collector Mr. J. Goodnow, the Consul, intimates that the reason for his suggestion of a change lies in the stringency with which the San Francisco immigration bureau exercises its prerogatives. Declaring that the Chinese believe that a rich man may easier pass through a needle's eye than one of their race through the meshes of the immigration net in the Pacific port, he urges the examination of prospective new comers in their home ports as being both more fair to the Chinese and more expedient for the immigration department. He adds that students desiring to finish their education in the United States are deflected into European channels through this stringency of the immigration inspection in San Francisco. The officials on the other side of the Pacific do not view affairs in the same light, and declare that if such a radical change is made it would soon lead to fraud and a revival of the traffic in bogus certificates. The classes at present exempted consist of diplomatic representatives and attaches, merchants, students, travellers for pleasure, and those claiming the United States as the land of their nativity. Before congress was compelled to define the meaning of the designation "merchants," swarms of coolies managed to gain admittance to the States on the fraudulent representations that they came under this heading. Of late, however, they have been claiming exemption from the operation of the act on the grounds of American nativity, and from one of the reports recently published it seems that of the 441 Chinese denied admission during the last fiscal year, 221 fraudulently set up the claim. But thirty-five also claimed to be merchants, and thirty-eight demanded the right to enter the country as previous residents under the provisions of section 6 of the Exclusion Act. As Mr. Goodnow points out, the examination of the intending emigrants at the home ports is far more fair to the Chinese and should surely contribute to a much more satisfactory working of the department in San Francisco. Inquiries regarding a man's antecedents can be considerably expedited if such a measure were agreed upon, and instead of conducting to fraudulent representations would tend to promote the very object for which the exclusion law was passed.

LOCAL AND GENERAL.

The British steamer *Sunda*, 1,405 tons net, has been sold to Japanese.

THREE American warships have entered the Thames. They were warmly received by the people of London.

A TELEGRAM has been received by the Colonial Secretary from the Secretary to the Government of India stating that "plague regulations against Hongkong have been withdrawn at all Indian ports."

The *Parawata Maru*, from Australia, reports that public sympathy in those colonies is wholly with Japan.

The cruiser *Yaryu*, sunk at Chemulpo on the 9th of February, has been refloated and is to be towed to Japan to be refitted.

RUSSIA has declared that, although provisions are only conditionally contraband of war, coal, cotton, and iron are to be considered absolute contraband.

In order to stop the leakage of important documents, the Waiwupu now divides them up among several clerks, each one being given only a portion to copy.

THERE was a report current in Japan that the capture by the Japanese of the source of the water supply at Port Arthur had stopped the electric light installation there.

A TELEGRAM has been received in Yokohama to the effect that the workers at the Batoum kerosene oil works have struck so that the production is retarded. A Japanese paper adds that the price of oil is gradually advancing in the Tokio and Yokohama markets.

ACCORDING to the *Osaka Mainichi* of 29th ult., Messrs. Moller Bros.' ship *Osaka* has foundered off the North Coast of Japan, after having struck a rock close to the Etoro Islands. All hands were saved. It is believed that the barque, which is well-known in Shanghai, will not become a total wreck.

THERE was an extraordinary scene at Paderewski's last recital recently in the Sydney Town Hall, which was packed. At the termination of the Polish Fantasia men and women stood on chairs cheering excitedly. Then the platform and the artist's room were rushed by about 200 young women, some of whom threw their arms round Paderewski's neck. The great pianist seemed to enjoy the experience.

WE (*Shanghai Mercury*) hear on very good authority that the Ping fleet, belonging to the C. E. and M. Company are all going to be sold. The *Fuping* has been sold to a German firm in Tientsin, and the *Peiping* to Mr. Verner of the same port. It seems rather strange to sell these boats which are so suited for the northern trade; most of them being able to carry 1,000 to 1,100 tons of cargo right up to the Tiensin Bund.

THE Iyo Railway Company, which is reclaiming land from the sea at Takahama, has offered to employ on this work some thirty of the Russian prisoners now at Matsuyama, and to pay a wage of 25 sen per day. If the men are found satisfactory, 200 to 300 will then be employed at about 35 sen a day. Mr. Inouye, President of the company, has made application for permission to employ the prisoners, and the matter has been referred to the authorities in Tokyo.

THE semi-annual general meeting of the Toyo Kisen Kaisha declared a net profit for the last half-year of ¥98,839, making a total of ¥220,861, when ¥72,012, the amount brought over from last account, and ¥50,000, drawn from the reserve for the equalisation of dividend, are added. Of the above sum, ¥5,000 was placed to the reserve, and ¥193,851 set aside to pay a dividend at the rate of 12 per cent. per annum, the balance of ¥20,861 being carried forward to next account.

By kind permission of Lieut.-Col. Fremonger and Officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March "Soldiers of the King" Hewitt.
Overture "Der König's Lieutenant" Titt.
Selection "The Torsador" Ivan Caryll.
Dance "Dulcie" Tovey.
Selection "A Chinese Honey-moon" Talbot.
Valse "Sevilla" Matador.
Cake Walk "Jolly Negroes" Berger.
God save the King.

THE *Nagasaki Press* states that the steamers which the Osaka Shosen Kaisha lately released from charter, have now been hired for the service of the Nippon Yusen Kaisha. The *Independent* and the *Prometheus* will be placed on the North China line, while the *Prosper* is to be employed on the Hokkaido service. Mr. Kinukawa of Kobe, has now purchased the British steamer *Jessond* from Messrs. Watts, Watts and Company of London. She was constructed by Messrs. C. Mitchell and Company at Newcastle in 1878, and is of 1,430 gross and 910 reg. tons.—A Norwegian steamer of 2,602 tons gross, built in 1886, has been sold to Mr. Makino of Kobe.—*Nagasaki Press*.

PRINCE Carl Anton of Hohenzollern visited the General Staff Office at Tokio and has had a conversation with Marquis Yamagata, Superintendent of the General Staff Office, and other high officers. The Prince then returned to the Detached Palace at Shiba, leaving it later for the Imperial Palace. He was received in audience by the Emperor and Empress, with whom he lunched. He returned to his temporary residence at 2 a.m. in the afternoon, and later in the day, visited Princes Fushimi, Arisugawa, and Yamashina (Junior). Subsequently Prince Carl had some photographs taken by Maruki-Ryo, and inspected some pictures painted by the distinguished Japanese women artists, Noguchi Shobin and Noguchi Shokai.

ALL the papers have very appreciative notices of the late Mr. R. Home Cook, who was very well known and popular in Japan.

ACCORDING to the *Japan Gazette*, efforts are still being made by agents to the Russian representatives to buy up foreign newspapers in Japanese ports, as has been done at Shanghai and some northern ports.

TWO Chinamen, for illegal possession of nine taels of prepared opium, and six mace of opium dress, and eight taels four mace of prepared opium, respectively, were fined \$350 each, by Mr. E. D. C. Wolfe, at the Magistracy this morning.

INSPECTOR Dymond prosecuted a native for keeping a common gaming house in Lyndhurst Terrace. It was shown that accused was selling lottery tickets wholesale. Mr. Kemp fined him \$500, with the alternative of six months' imprisonment.

THE *Japan Daily Mail* makes the preposterous statement that there was no steam communication available with Changsha until the vessels of the Japanese Hunan Steamship Company began to run. As a matter of fact, the Japanese only followed in the footsteps of the older steamship companies, who showed them the way.

"Dob" Sevier has come out of the Law Courts into the newspaper world and is the proprietor of *The Winning Post*, a new and, judging by the first number, a very lively sporting publication. "Dob" likewise edits it and does it very well making feature by the way of stories, observes *Sport and Gossip*.

THE *Sinwenpao* publishes the following telegram from Kweilin, provincial capital of Kwangsi.—The high authorities here have received a telegram to the effect that the district city of Locheungshien, belonging to the prefecture of Liuchow. Kwangsi province, was attacked and captured by an insurgent army on the 24th of September. Locheungshien is about sixty-three miles to the northwest of the city of Liuchow, which is only fifty miles from Kweilin.

PROGRAMME of music to be performed by the band of the 1st Sherwood Foresters on the new Parade Ground, on Monday next, from 4.30 to 6 p.m.:

Two Steps "Anno" Grey.
Overture "Handien Striche" Suppe.
Selection "Cavalleria Rusticana" Mascagni.
March "La Charnie" Le Thiere.
Selection "Venetian" Messager.
Valse "Immodeste" Ginie.
Regimental March "The Young May Moon." God save the King.

THE s.s. *Winford*, belonging to the Standard Oil Company, went ashore at Yangtze Cape during the night of the 2nd inst. It appears that the steamer at the time was in tow, but broke loose from the tug. The Shanghai Tug and Lighter Company were advised of the mishap, and at once sent two powerful tugs to the vessel's assistance. A third was subsequently sent away, and the latest report is to the effect that the combined efforts of the Tug and Lighter Company's towboats are likely to be successful.

IT will be interesting to old-time seafaring men in the China coast to learn that the *Baltic*, the largest steamship afloat, is commanded by Captain E. J. Smith, who was a chief officer of the Occidental and Oriental liners running out of San Francisco some years ago. Her chief engineer also is J. Boyle, who was second engineer of the *Gaule* and *Arabic* out of that port. The *Baltic* is the largest steamer in existence, having a length of 725 feet 9 inches, with a breadth of 75 feet and depth of 49 feet. Her gross tonnage is 24,000, and her cargo capacity 28,000 tons. Three thousand passengers, besides the crew of 350, will be carried by this latest of the White Star liners.

A GREAT deal of secrecy is being observed concerning the plans, which have been completed during the last two or three weeks, of an entirely new type of submarine. It is claimed, with more than usual official assurance, that the new boat will be a revolution in naval engineering, and that the old difficulties attending rapid submergence and elevation have all been overcome. It is, however, in the periscope—the instrument by which the crew scan the surface of the sea when the boat is submerged—that the greatest success is believed to have been achieved; especially as the boats now existing can be fitted with the new invention.

ONLY to the Japanese could the idea have occurred of having a spare Togo. It appears that there are two admirals of that name, the less famous one being a rear-admiral in his Emperor's service. He has his compensation for the glory of his celebrated namesake, however, if the London correspondent of *The Manchester Guardian* is truly informed. He states that the portraits of Admiral Togo which have been appearing in the illustrated papers everywhere are those of the rear-admiral, not those of the hero of Port Arthur. It does not matter much, since to the as yet untrained perceptions of the average European, one Japanese admiral is very like another. But it is a little humiliating to think we have all been feasting our eyes on the portrait of a Togo who is nobody in particular.

A FEW days ago a poultry dealer in Wanchai Market gave his *foh* \$35.50 and told him to go over to the New Territory and buy chickens for the market. The *foh* went, and as, after a few days, he did not return, report of the matter was made to Inspector Gauld at No. 2 police station, with the result that the *foh* was arrested in Wanchai. Placed before Mr. Kemp this morning he had nothing to say, beyond admitting that he had spent the money in "a good time holiday" for himself. He went to three months' hard labour. A somewhat similar case was that of a *foh* of a fishmonger in the same market, who was given \$15 to buy fish in Kowloon City, and never appeared again until after a report had been made. He will spend six weeks' hard labour in Victoria Gaol.

CRICKET NEWS ITEMS.

FIRST XI. V. ALL COMERS.

Following are interesting paras, which have been sent for publication.—

The match commencing to-morrow at 11.30 a.m. is the "1st Eleven" v. "All Comers." The following will play for the 1st Eleven:—Messrs. R. E. C. Bird, Major A. A. Chichester, J. T. Lixon, W. E. Lixon, Capt. P. G. Davies, R. Hancock, H. Hancock, Lieut. P. M. Heath, T. E. Pearce, T. Sercombe Smith, and A. G. Ward. The Hon. Dr. Atkinson will captain the all comers.

THE STRAITS ELEVEN.

News has been received from the Singapore Cricket Club that the following will form part of the Straits Team:—Capt. E. I. M. Barret (M. S. Guides) Messrs. J. G. MacLaggart, V. D. Parsons, R. D. Rees, C. W. H. Cochrane and M. H. Whitley. It is hoped that Capt. H. D. Talbot will also be able to get away. The present intention is for the team to leave Singapore by the German Mail of the 4th November.

QUARRY BAY MANSLAUGHTER CASE.

EUROPEAN CHARGE D.

At the Magistracy this afternoon, before Mr. J. H. Kemp, Thomas Lynes, overseer of works, at Quarry Bay, surrendered to his bail on the charge of causing the death of a Chinese coolie at Quarry Bay, on the 25th September. Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master appeared for the defence.

Dr. W. Hunter, medical officer in charge of the Government Mortuary, deposed that on the 21st ult. he examined the body of a Chinese male, aged about 35 years of age. A ticket was attached to the body, bearing the name Chung Tung. The body was identified by Foo Chung Hai Tso, Ching Pat and others. Witness held a *post mortem* examination and found that death had been caused by a ruptured spleen, which might have been brought about by a blow of the fist. The spleen was a little enlarged, but it was not enormous. Such an enlargement is frequent among the Chinese.

Cross-examined by Mr. Gedge: Large spleens of the kind were not confined to any class of Chinese. The spleen is on the left side of the body, immediately below the ribs. It is a soft substance something like the liver. Its weight when normal is between 5 and 6 ounces, and measures 4" x 3" x 3". A normal spleen is usually covered with a membrane forming a bag. Spleen is more common in hot countries than in Europe. When enlarged it will not necessarily cause the stomach to swell. It usually spreads across the side of the stomach, and by swelling presses it forward. The spleen was about double its ordinary size in deceased. He had weighed it and found it was between nine and ten ounces. It was brittle, as all spleens are when swollen. Among Chinese who have enlarged spleens it is occasionally found that they become anæmic, pale and emaciated. There were no external bruises on the body of the deceased. The gut was not ruptured. The rupture of the spleen could not be caused, in his opinion, by muscular action. Deceased was a muscular man, slightly anæmic with enlarged spleen. He could not say whether a slight push would cause a rupture of the spleen, but it need not be a very severe blow. Witness performed the *post mortem* examination with the help of Chinese, who opened the body, and witness did the spleen business himself. The deceased died in twelve hours. The other internal organs were healthy. He could not have been cured if he had been treated on the spot. Moving the man to a sickbed would probably cause death sooner than if left alone. He saw the body at 10 a.m., on the 21st ult., but did not know how long the man had been dead. There was no peritonitis or internal inflammation.

By the Court: If a man was struck in the chest over the spleen, it would not necessarily leave a mark. Bruises showing before death would become more visible after death. It is quite possible that a blow hard enough to rupture the spleen would not necessarily be hard enough to cause a bruise.

The brother of the deceased was called and testified to his identifying the body at the mortuary on the 21st ult., with three others who knew deceased.

Cross-examined by Mr. Gedge: He lived in the same house as his late brother, but they did not always take their "chow" together, as their hours of work were different. His brother never mentioned to him that he was feeling sick or ill at all. He did not notice that his brother did not look well.

A coolie, employed at Quarry Bay, said he was working at the shipyard on the 20th ult., along with the deceased, who was struck by a European came up and said something of which deceased took no notice, and then the European struck deceased on the left side. Deceased immediately "squatted down," and witness went to help him up and removed him to the office. He recognized the accused; he was the European who struck deceased. The blow was given on the left side, below the ribs. The accused gave him another blow as witness was lifting him up.

The case was proceeding when our report left the Court.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 7th at 10.50 a.m. The barometer has risen at all other stations, but more particularly in the north of Japan.

The greatest pressure is over the Yangtze valley and the least to the eastward of the Philippines group.

Fresh to strong N.E. monsoon will prevail along the entire coast of China and over the greater part of the China Sea.

Forecast: Fresh S. to N.E. wind, cloudy, fair.

WARSHIPS IN PORT.

MANY ARRIVALS FROM THE NORTH.

For several months past, the Admiralty anchorage has been practically deserted save for the receiving ship *Triton* and an occasional battleship of cruiser lying in for a few days. The fleet have been absent for several months in the North and the city has been devoid of any bluejackets. As announced in these columns (the other evening) the British fleet is due here shortly; in fact, several vessels are expected in the course of the next few days.

TORPEDO BOATS.

Among the latest arrivals are two flotillas of torpedo boats, one belonging to the American squadron and the other to the French fleet, at present in these waters. They came in this morning the vessels of the former squadron comprising the torpedo boats *Delaware*, *Barr*, *Chaunoy*, *Delaware*, and *Dale*, while those of the latter are the cruiser *Montcalm*, and the torpedo boats *Foudre*, *Javeline*, and *Montcalm*. The American boats came from Shanghai while the French cruiser has come down from Amoy together with the *Javeline* the *Foudre* making port from Shanghai, and the *Montcalm* from Ningpo. The British cruiser *Sirius* came in from Min Bay, where the battleship *Vengeance* is at present anchored.

THE FRENCH ADMIRAL.

Writing from Macao this morning our correspondent in that city informs us that despatches have been received advising of the visit to that colony, on Saturday, of the French Admiral on the China Station. We understand this is His Excellency's first visit to Senhor Montenegro, the Governor of Macao.

H.M.S. "OCEAN."

There is a report among naval circles that H.M.S. *Ocean*, which is due in port shortly from the North, will be placed in Dockyard hands for the usual overhaul preparatory to her re-commission on the China Station. The re-fit will, it is understood, be undertaken by the local Dock Co.

HUE NAVAL DOCK.

Advices from Washington, of 31st August, state that "some days ago it was reported that Secretary Morton of the Navy Department would be called upon soon to recommend to Congress the construction of dry docks of the largest size at the Norfolk and Puget Sound Navy Yards.

The California delegation in Congress has been watching the proposition to construct a big dry dock on the Pacific Coast, larger than any yet built in the United States and will use their best efforts to have it located at Mare Island rather than at Bremerton.

FOOTBALL.

To-morrow afternoon there will be a practice match between the following elevens:—

C. Denmar	G. B. Macdonald
E. F. Ancoit	G. C. de Martin
C. C. Gray	A. O. Brown
C. C. Hickling	H. S. Bevan
W. H. Williams	N. S. Brown
R. Macpherson	T. Clark
A. N. Humphreys (R.N.)	R. Henderson
H. S. Kennett	E. Humphreys
H. L. Garrett	I. Wemyss
F. C. Hall	I. D. Harris
E. A. G. May	P. K. Knyvet

Kick-off at 4.45 p.m. sharp.

DEATH OF CAPTAIN YOUNG.

POPULAR COMMANDER PASSES AWAY.

It is with much regret that we have to announce that a telegram was received in town this afternoon by Mr. Newman Munford, Lloyd's representative in this Colony, announcing the death, at Singapore, of Captain James Young, late of Indo-China S. N. Company's s.s. *Sultang*. It will be remembered by our readers that Captain Young was so seriously ill after leaving Hongkong on his last trip to Calcutta; that on arrival at Singapore it was considered advisable that he should go ashore to hospital. This he did, turning over the command of the *Sultang* to the Chief officer, Mr. J. Liddell. The cause of the death of Captain Young was enteric from which he had been suffering off and on for some considerable time, besides being otherwise generally out of health. Capt. Young, who had been in the Indo-China service since 1892, was a valued and trusty officer of that company, and will be much missed in the service. He had a large circle of friends in Hongkong, among whom he was deservedly popular, and by whom his death will be deeply regretted.

THE LOSS OF THE "HITACHI."

It is stated in Kobe, that the Nippon Yusen Kaisha has received compensation for the loss of the steamer *Hitachi Maru*, which was sunk in June last by the Vladivostok squadron. The sum paid by the Government is said to amount to ¥900,000. The Government has also agreed to bear the cost of the repairs to the *Sado Maru*, which was badly damaged at the time the *Hitachi* was sunk. The *Sado* is expected to be ready for sea before the end of this month.

SHIPPING AND MAILS.

MAILS DUE.

Indian (<i>Lightning</i>) 10th inst.
Canadian (<i>Tartar</i>) 11th inst.
German (<i>Sachsen</i>) 11th inst.
German (<i>Prinzess Alice</i>) 11th inst.
Australian (<i>Trajan</i>) 12th inst.
Indian (<i>Kamrang</i>) 20th inst.
Canadian (<i>Empress of India</i>) 21st inst.

The *P. & O. s.s. Malakka* left New York on 29th inst., and is due here on 10th inst.

The *P. & O. s.s. Aram* sailed from Portland, Ore., on 6th inst., via Japan ports, and may be expected here on 15th inst.

The *P. & O. s.s. Siam* sailed from Hongkong on 1st inst., and may be expected here on 15th inst.

TELEGRAMS.

(Reuters.)

Mr. Balfour in Edinburgh.

LONDON, 5th October.
Mr. Balfour, in his speech at Edinburgh, proposed that representatives of the self-governing colonies, India and Britain should meet and discuss in the most free manner, unbound by special instructions, whether Fiscal Union recommends itself to them, and if so how it can be carried out; they must expressly understand that the decisions arrived at such a conference will be submitted to the respective electorates.

The Tibetan Treaty.

In regard to the Lhasa agreement, the India Office states that the convention still waits the ratification of the Viceroy. The terms are not yet finally settled.

LATER.

Japanese Expelled from Siberia.

Seven hundred Japanese, who were expelled from Siberia, have arrived at Bremen, whence they will embark for Japan.

The Russian Baltic Fleet.

The *Orel* has left Cronstadt to join the Baltic fleet.

The United States and the Peace Conference.

President Roosevelt, after making inquiries at the European capitals, has decided to defer summoning a peace conference until the war is over.

Portuguese Force in Angola out.

A Portuguese detachment of 499 men, operating in Mossamedes country, was surprised in crossing the Cunene river by Cuanhamas, 254 were killed, including 15 officers, and 50 wounded.

(N. C. D. News.)

A Sensational Libel Case in Japan.

Tokio, 1st October.
The *Tokio Nichi Nichi*, which is owned by Baron Ito, has made charges of fraud against Count Matsukata and Count Inouye in connection with the Imperial Relief Association. The two Counts declare that they have broken off their friendship with Baron Ito. That is the first sensational libel case with any social significance in Japan.

A Contemplated Sortie from Port Arthur.

Tokio, 2nd October.
The battleships at Port Arthur have been seen firing up, and occasionally are under steam.

The Determination of Japan.

Tokio, 3rd October.
The Conference of Governors to take place to-morrow.
The Premier will declare that, however long the war may continue, the nation must remain firmly determined and prepared. He will express a hope that there will be retrenchment in local expenses and more effective administration.

Clearing away the mine-clearers.

Tokio, 3rd October.
It is stated on reliable authority that the mine-clearers at Port Arthur have been almost all blown up since July.

NEW OPEN PORT.

Tungchow (Southern) is a very important industrial centre near Shanghai on the Yangtze and there is a cotton mill, besides large quantities of cargo imported and exported. The local magnate Chang has consulted with the authorities concerned to open the port for foreign trade and to have a branch of the Maritime Customs to develop the prosperity of the port. Now a proper road has been laid and wharf, bulk, as well as necessary buildings ready for the Customs to be established have been properly built there. It is now reported that a branch office of the Maritime Customs of Shanghai will be established at the port and the Commissioner of Customs at Shanghai has despatched a deputy to prepare for such an establishment and the opening of the port will soon be officially promulgated.—*Universal Gazette*.

MANCHURIA'S CARGO.

SUBMARINE REPORTED ABOARD.

According to San Francisco exchanges the *Manchuria's* cargo measured about 13,000 tons, more than half of which was for Japan. The total cargo was valued at \$520,692. In addition she carried treasure valued at \$241,631, of which \$80,000 was for Japan.

Her cargo for Japan was valued at \$15,413, and included 1,243 rolls of leather, 1,541 bundles of steel, 1,405 steel bars, 402 bales of cotton, 920 bales of cotton goods, 40,957 centals of barley, 17,100 pounds of tin foil and 239 packages of machinery. She also had 35,500 barrels of flour, consigned, however, to China.

The nature of the 239 packages of machinery was kept a profound secret, but it is said that when the ship was unpacked and put together by the Mikado's naval engineers the result will closely resemble a submarine boat. This boat is said to have been purchased in Europe and was left on the hands of the railroad when the Pacific Mail Company decided, in view of the activity of the Vladivostok squadron, to go out of the contraband business. Subsequent Japanese victories have cleared the seas of danger from Russia, and the company did not anticipate any interference with the *Manchuria*.

THE WAR.

THE CZAR AND THE FAR EAST.

A JOURNEY NOT IMPROBABLE.
A despatch from St. Petersburg to the *Echo de Paris* states that the Railway Commission in session at St. Petersburg has approved of a new armoured train for the use of the Czar. The correspondent says that in spite of the obvious difficulties in the way of guarding the railway line it is nevertheless quite possible that the Emperor may decide to journey to the seat of war.

THE LATE ADMIRAL MAKAROFF.

How highly Admiral Makaroff was esteemed by his fellow-countrymen, and especially by fellow-sailors, is shown by the fact that, even in the midst of the distractions of war, a movement has already been set on foot to erect a monument to his memory, and in the course of a few weeks several hundred roubles were collected, despite the numerous calls both on attention and on pocket which the war has involved.

The burning question now, says the *Manchester Guardian*, is whether this monument should be erected in the Far East, where the admiral met his death, or at Kronstadt, where most of his life work was done; at present, the latter proposition appears to meet with most favour.

But it is also proposed to establish a more practical memorial to the dead seaman in the form of a fast cruiser, to be built by subscription and named after him.

The sailors are already collecting money for this, and it is probable that the suggestion, which has proved especially popular with the men of the Port Arthur squadron, will take bodily shape in the near future.

THE TUNNELLING AT PORT ARTHUR.

Chinese arrivals at Chefoo from Port Arthur on the night of 27th ult. and the morning of 28th state that in the prolonged attack on the city which began on the 20th ult., the Russian forces again exploded mines upon which the investing forces were unfortunate enough to encroach, and that the resulting slaughter was terrific.

These mines are said to have been recently placed, and the positions upon which they were located, immediately outside of the fortifications where the attack was most vigorous, were reached by tunnelling from the forts. It was in fact a repetition of the Sevastopol tragedy, on a smaller scale.

The Japanese are also said to have resorted to tunnelling, but with what success is unknown.—*Chefoo Daily News*.

MINIATURE ARSENAL DISCOVERED BY RUSSIANS.

Even war is not without miracles. The Russian troops at Port Arthur are reported to have discovered a miniature arsenal in which they found stored quantities of ammunition which will be available for use in present operations.

It is stated that, while constructing trenches they came across a cache, evidently built during the China-Japanese war years ago, in which had been placed hundreds of shells. It is said that there is a quantity of this ammunition which is equal to what would be used during three months, at the present rate of consumption, by the guns of the fortress.

The probability is that these shells will come in handy, says the *Daily News* of 29th ult., as many of the guns for which they were intended are at this day in position on Port Arthur's fortifications, or are within call.

S.S. "OANFA'S" RECORD CARGO

OF FLOUR.

When the China Mutual liner *Oanfa* sailed from Tacoma at the beginning of last month she had on board the record flour cargo from the Pacific Coast for the Orient and Liverpool. The flour alone in her cargo amounted to 91,820 barrels, or more than 8,500 tons, and is valued at \$363,570 (gold). The valuation of her entire cargo is \$449,681.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st October.

	1903.	1904.
Tyam...	2' 2" above overflow	2' 6" above overflow
Byewash...	—	2' 5" above overflow
Pokfulam...	0' 6" below overflow	1' 0" above overflow
Wong-bai...	0' 1" above cheong	1' 11" above overflow
STORAGE GALLONS.		
Tyam.....	407,783,000	407,000,000
Byewash.....	—	26,335,000
Pokfulam.....	64,830,000	69,860,000
Wong-bai-cheong	30,458,000	33,190,000
Total.....	503,068,000	536,294,000

Consumption of Water in the City of Victoria and Hill-District during the month of September.

	1903.	1904.
Consumption.....	133,155,000	137,913,000 gallons
Estimated population.....	220,400	225,100

Consumption of Water in Kowloon Peninsula during the month of September.

	1903.	1904.
Consumption.....	15,708,000	13,087,000 gallons
Estimated population.....	63,950	69,750

Consumption of Water in the City of Victoria and Hill-District during the month of September.

	1903.	1904.
Consumption.....	15,708,000	13,087,000 gallons
Estimated population.....	63,950	69,750

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES,
Water Authority.

S.S. "AGINCOURT"

STILL UNDER SURVEY.

The s.s. *Agincourt*, as she lies in No. 2 berth at the Hongkong and Whampoa Dock Co's dock at Kowloon, presents all the appearance of a mighty warehouse, constructed of rusty iron. From stem to stern, and from truck to keel, there is not the eighth of an inch of paint anywhere visible, the action of the seas, as they broke over her during her two months' stay on her sandy bed, having rid her of every vestige of other colour than that of self deposits. Everywhere is rust. Inside, the vessel resembles a huge godown gutted by a sudden sharp conflagration and while about the decks, saloon and holds, there is not much evidence of serious damage. But it is below and out of sight of the eyes of the casual visitor that the evidences of her treatment by wind, weather and sea are particularly pronounced. Long lengths of dented plates, with here and there a strained seam show all she had to bear, and though the vessel is still under survey and the full extent of her damage unknown, there is but little doubt that the estimated amount of it will be about as reported in these columns on Wednesday. To-morrow the *Agincourt* will leave her berth in the dry dock, which, by the way, she fills without a foot to spare at either end, and will be towed out to a safe anchorage in the Bay, there to await the result of the surveyors' reports, as to her actual damage sustained, and estimates regarding the cost of the necessary repairs.

FATAL LANDSLIP.

NEAR BONHAM ROAD.

At about 4 p.m. yesterday, while a number of Chinese coolies, who are engaged in clearing the land on the hillside above the filter-bed off Bonham Road, were taking their afternoon meal, several tons of earth suddenly slid down and nearly buried two of them. They were quickly extricated by their comrades and as they appeared to be injured, a report of the occurrence was made to the police. Inspector Dimond ordered their removal to the Government Civil Hospital where they were detained for treatment. One of the men, who was found to be somewhat seriously injured internally, has since died.

THE ATTEMPTS TO SWIM THE CHANNEL.

BURGESS'S SECOND FAILURE.

Both Weidman and Burgess failed in the attempt to swim across the English Channel upon which they started, under favourable conditions, only the latter was so little exhausted that on leaving the water, at the end of about two and a-half hours, he announced that he would renew the effort on the morning tide Thursday. Weidman, who gave a much better account of himself, was seized with cramp, shortly before midnight, when he had been in the sea nearly six hours, and had gone 15 miles, but he was then barely half-way across the Channel. But the water had become too cold for him, and he was seen suddenly to become helpless. A scene of great excitement to the little party who accompanied him in two rowing boats and the tug *Gnat* followed, as it was feared that the swimmer would be lost. He was very brave and patient, and after a good deal of difficulty was lifted into the boat by means of towels and straps, which were necessary owing to the amount of grease on his body. Under the treatment of the experts present he recovered in less than an hour.

In an interview on 7th ult. Weidman stated that he felt no ill effects whatever from his long night's swim. He was bitterly disappointed with his bad luck in having to come out of the water, and stated that he intended to train for next year, when he will renew the attempt at an earlier date. He attributed his sudden seizure by cramp to the strong set of the tide, which carried him round half a circle within a mile, and drifted him to the edge of the Goodwin Sands. There he caught a stream of very cold water—about 56 deg.—and cramp resulted. He was stricken in only one part of his thighs. Throughout the night he had not taken a mouthful of water. Although it was a calm night, it was pitch dark, and with the cramp seizure there was the danger of the boat losing him. But for his bad luck he believed he could have swum through the night without any difficulty whatever, as in every other respect he felt as fresh when he left the water as when he entered and his temperature was normal.

Burgess entered the sea a second time at twenty-five minutes past nine a.m. yesterday, again starting from the shore near Lydden Point, which is nearly half-way between Dover and Folkestone. Using a powerful under-arm side stroke, he struck out at a great pace immediately he entered the water, making about 40 strokes to the minute. This rate he afterwards reduced to 35, which he maintained. There was a fresh South-westerly breeze and a nasty choppy sea, which continued all day. The cross-Channel mail packets arrived with wet decks, through the sea breaking over them, and a small yacht was dismasted in Dover Bay by the wind. Owing to the rough sea he discarded his goggles, and wore the combined mask and headress made for Weidman. Burgess had arranged his own diet. After the first hour out he called for a drink of hot Bovril, and also had a small custard tart and some grapes. Bearings taken at a quarter to eleven a.m. showed the South Goodwin Lightship three miles East-by-North. The French cliff from Blanc Nez to Cape Griznez now showed very distinctly, and a bearing taken at eleven o'clock showed Cape Griznez due South-East-by-East. Burgess was wonderfully cheerful, and remarked, "I am having a most enjoyable swim." After the steamer *Calais* had passed, Burgess asked that a bearing should be taken, as he wished particularly to know how the South Goodwin lightship bore. The bearing showed this lightship to be North-East-by-East, quarter East, and that Burgess was four and three-quarter miles on his course. At half-past eleven the swim-

mer, asked for the leg of a chicken, which he ate with evident enjoyment, notwithstanding the very rough water, and then stated that he felt better than when he started. The bearings taken at noon showed that he was quarter way across the Channel, and half an hour later was getting the advantage of the tide which sets out from the Goodwins into the Channel, and was cutting through the seas in "grind" style. The wind freshened considerably from upon, and raised heavy seas, it being against the tide. About one o'clock he had a drink of hot chocolate, and after a short rest on the back, again went ahead in fine style.

At the end of the fourth hour the bearings showed Burgess to be eight miles from the English shore, with Cape Griznez almost due South. The progress which had been made in the four hours was evidenced by the fact that Burgess was then within two miles of the distance across Channel covered by Holbein this year after ten hours' swimming. At the end of the fifth hour the bearings showed the swimmer ten miles out, directly on his way to the French coast, and half an hour later Captain Pearce made the gratifying announcement that the swimmer was half way across the Channel. Burgess was most festively very delighted on hearing this. By the end of the sixth hour, when Cape Griznez bore South-by-West, at half-past three, Burgess inquired what distance he had swum, and how far it was to the French coast. On learning that Griznez was nine and a-half miles off, he laconically said, "Then I think I shall get there"—a statement that was received with hearty cheers by the tug party. Burgess did not show the least signs of fatigue, although he had been progressing at such great speed over strong tides and in seas which continuously broke in huge white-capped breakers. The swimmer being at one moment on the crest of a big wave, and the next in a deep trough of the sea. His kick is wonderfully strong, causing a wake like the propeller of a steam launch, and sending him along at a great pace. King Leopold's yacht *Alberic* came alongside the swimmer at 3.40 p.m., and watched him for some time, his Majesty being among the party watching the swimmer. Burgess again had a consultation from the water about four o'clock with Captain Pearce respecting his course, being particularly anxious to dodge a strong setting tide, which runs off Cape Griznez on the last hour of the flood. Seven miles to Cape Griznez was the position shown by the bearings taken at the conclusion of the seventh hour.

As the French coast was neared the seas became heavier, and the force of the wind increased considerably. At five o'clock Burgess was only about three miles off a line with Cape Griznez. The weather continued to get steadily worse, the sea frequently breaking over the tug. Captain Pearce and some of the experts had a consultation as to the advisability of the swim being stopped, seeing the danger, that was being run, as it would be very difficult to rescue Burgess in case of any mishap in such a sea, more especially as darkness was approaching. There was unanimous agreement that its continuance would be dangerous, and the subject of giving up was then broached to the swimmer, who was exceedingly reluctant to desist, but saw the force of the argument, and clambered up the tug by means of a rope at a quarter-past six. He had then been swimming nearly nine hours, and was practically as fresh as when he started, whilst his flesh was quite warm. He expressed to our Dover Correspondent his intention to make another attempt next year, probably in July. There was a large crowd to witness the arrival of the swimmer at Dover, and they gave him a hearty cheer on landing.

Burgess swam altogether 22 miles. He finished three miles off Cape Griznez at a quarter-past six, after only nine hours' swimming. The last four hours were swum in a gale, heavy seas breaking over the steamer accompanying the swimmer. Burgess came out on the advice of the steamer's captain and other experts, who considered it dangerous to continue swimming, especially as night was approaching.—*Ex.*

THE RUNNING OF ARMS

FROM HONGKONG.

In a recent issue of the *Eastern Times* it was stated that Viceroy Tsen Chu-hsuan of Canton had informed the Wai Wu Pu that a salt-boat laden with 120 rifles and 6 boxes of ammunition had been captured while in the act of giving the Kwangsi rebels military supplies. The boat sailed from Hongkong for Kwangsi, and, according to the report, from a German merchant. In view of this fact the Viceroy requested the Wai Wu Pu to notify the German Minister at Peking that hereafter no German merchants should be allowed to sell any military weapons to any Chinese with the sanction of the authorities. It was stated that the German Minister had been notified accordingly. We understand that inquiries have been made into the assertions contained in the report as the result of which it is now officially announced that there is absolutely no truth whatever in the assertions, the Wai Wu Pu having denied all knowledge of the matter.

PRIZE COURT DECISIONS.

HEAVY LOSS TO CHINESE.

As already reported in these columns, a portion of the cargoes of the steamers *Hsiping* and *Peiping* belonging to the Kaiping Colliery Company, which were recently captured by the *Hongkong-maru*, have been declared contraband by the Sasebo Prize Court and confiscated. Many of the owners of these goods have sent in petitions for the release of their cargoes. Mr. Sakurai, barrister of Kobe, has been retained by five Chinese firms who are the owners of Mexican dollars value at \$300,000, which were carried by the two steamers, and which have been decided a lawful prize by the Court. Mr. Sakurai is now at Sasebo conducting these cases.—*Kobe Chronicle*.

INTERPORT SHOOTING

SHANGHAI SCORE: 9-8.

Mr. Mowbray S. Northcote, hon. secretary of the Hongkong Rifle Association, has kindly informed us that he is in receipt of a notification from Shanghai stating that the score of their team in the Interport Shooting match, is 9-8. In all probability the Hongkong representatives will fire on Wednesday next, the 23rd inst. The following gentlemen are particularly requested to attend the practice to-morrow:—Messrs. Parkes, Lapsley, Davies, Lammier, Dumbell, MacEwen, Watson, F. Penning, F. W. Penning, Andrews and Thornhill.

PIRACY IN THE WEST RIVER.

A Canton letter states that owing to the inefficiency of the Chinese inland naval forces pirates in the West river and other inland watercourses are getting more daring and audacious than ever. On the 9th ultimo, a small passenger steamer, called the *Kwang Heng*, which runs between Wuchow, Kwangsi, and Chong-ching, Kwangtung, was captured by pirates and robbed of several thousand dollars treasure, which the vessel was carrying to Chong-ching, while the passengers who were unlucky enough to be on the steamer at the time, were completely stripped of their all. Again on the 13th ultimo another steamer called the *Taihang* while on her way from Wuchow to another port was captured near Pingnanhsien and everything valuable on board was taken away by the pirates. The latter made the captain of the steamer take them to a place called T'enghsien and while on their way to that place fell in with another steamer, the *Kwangung*, which they also plundered. All the pirates are yet at large, no visible effort being made for their capture.—*N. C. D. News*.

THE REV. PEARCE AND THE CHINESE LABOUR ORDINANCE.

There were no severer or more malignant critics of the Government of the late President Kruger than the missionaries. None did more than they to invest the war with the character of a crusade for the deliverance of the native and the stranger from the oppression of a cruel and corrupt oligarchy. None, it might therefore be thought, would naturally be more bitterly disillusioned or more heartily ashamed at its fruits. It might have been supposed that the missionaries would have been among the foremost to protest against the substitution of another oligarchy, as close, more extravagant, and far less capable, for the Kruger régime. It might have been thought, at any rate, that they would have exclaimed against the proposal of the Government to show its zeal to free the natives from oppression by the establishment of an organised Asiatic serfdom, recommended only by its assumed servility. These considerations give to an article on the Chinese labour question, which appears in the current *Chronicle of the London Missionary Society*, an interest and a value which it certainly does not otherwise possess.

The writer (the Rev. T. W. Pearce, of Hongkong) opens his article with the quotation, "My poverty but not my will consents," which he declares to furnish "a sufficiently close analogy" to the situation between mineowners and coolies. The poverty, it is perhaps necessary to state, observes the *Morning Leader*, is that of the Chinaman, not of the mineowner, though the first sentence, "Two hundred thousand Chinese coolies are needed to work the gold mines of the Transvaal," suggests otherwise. There follows a laud account of the poverty of the average Chinaman, and of the admirable arrangements made at Hongkong for their accommodation. "Up to the day of departure," observes Mr. Pearce, in a sort of ecstasy of astonishment at the importers' liberality.

"Everyone may, in the intervals of meals, parades, and inspections, go where he will. Those recruited under a false impression are at liberty to return home, and rejected applicants are paid travelling expenses from Hongkong to their villages."

We would merely make two observations on this. Firstly, it is the "rejected applicants," not "those recruited under a false impression," who have their travelling expenses home paid; secondly, we have it on Mr. Pearce's authority that the average coolie is miserably poor.

But, indeed, Mr. Pearce makes no bones about the possibilities of a systematic oppression, such as not even a missionary ever charged against Mr. Kruger's Government. He admits—

- (1) that "the emigrating coolie takes the first step in his new career at the bidding of his kinsfolk and clansmen";
- (2) that "it is not for any one to affirm that force or guile are never used in these days to procure Chinese labour for foreign enterprises";
- (3) that "the point at which 'slavery' may enter is in the control exercised in the settlements and mines."

He thinks the last named sufficiently important to suggest the necessity of sending Chinese consuls with the coolies. He thinks that it is "most certain" that the Chinese mining camps will be "more or less the haunt of the vicious." And yet he thinks that the Chinese labour will be of large and abiding advantage both to South Africa and to China, the Chinese miner bringing home the well-earned reward of his toils, and leaving in South Africa the fruit of his labour in the successful working of the mines.

Interesting speculations as to the adequacy of the Chinaman's "well-earned reward," or how South Africa is to enjoy "the fruit of his labour," as represented by the swollen dividends of the Park Lane magnate, appear not to have disturbed Mr. Pearce's vision. Fortunate mineowners ever to have at their hand in war or peace the ready pen of the complaisant missionary!

COMMERCIAL.

Quotations for the week close as follows—
Hongkong Banks \$650 b. 67
Nationals 39 s. 10
Unions 670 s. 8 b.
China Traders 61
Cantons 205
Hongkong Fires 335 s.
China Fires 87 s. 8 b.
H.K. C. & Macao Steamboats 29 b.
Indos 131 s.
Douglases 32 s. 8 b.
Chinn Sugars 243
Raubs \$ 6 b.
H.K. & Whampoa Docks 225 b.
Farnhams 115
Hongkong Land 149
Hongkong Hotels \$137 b.
A. S. Watsons 134 s. old exnew.
Do 13 new.
Electrics 15 b.

Shanghai advices of the 3rd inst. state:—
Business reported:—Indo-China at Tls. 93 for December; Farnham Boyds at Tls. 150 cash, Tls. 185 for December; Matschappis at Tls. 205 cash and 317 for December; Colonies at Tls. 20 cash and Tls. 21 for December.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 162 for December; Indo-China at Tls. 93 for December; Farnham Boyds at Tls. 150 cash and Tls. 185 for December; Matschappis at Tls. 180 cash and Tls. 185 for December; Matschappis at Tls. 361/107 for October and Tls. 374/150 for December.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (Saturday), the 8th inst., will be for SPOONS, commencing at 2.30 P.M.

RANGES—200, 500 and 600 yards.
Seven Shots and a Sighter at each Range.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 7th October, 1904. [53]

CHRISTMAS AND NEW YEAR GIFTS

FOR HOME FRIENDS.

MACWEEN, FRICKEL & CO.
UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.

To England Nov. 8th
To France Nov. 15th
To Germany Nov. 15th
To Italy Nov. 15th
To United States via San Francisco Nov. 8th
To United States via Suez Canal Oct. 10th
To India
To South Africa Oct. 21st
To Australia Oct. 21st
To Canada Nov. 8th
CHINA PARCELS EXPRESS.
OFFICE:—3, DUNDRELL STREET.
Hongkong, 7th October, 1904. [1116]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 10th inst., at 5 P.M., will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.
Hongkong, 7th October, 1904. [1]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [63]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"JASON"	11th October.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW AND LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW AND LIVERPOOL	"YANGTZE"	29th October.

S.S. "JASON" left Singapore at 5 p.m. on the 6th inst. and is expected here on the 11th, p.m.

HOMWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTER- DAM AND ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"ULYSSES"	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	8th October.
MANILA	"TEAN"	11th "
AMOI, MANILA, ILOILO AND CEBU	"SUNGKANG"	11th "
NINGPO and SHANGHAI	"WHAMPOA"	12th "
SWATOW, CHEFOO and TIENTSIN	"CHILI"	14th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (direct)	SATURDAY, 8th Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

(Hongkong, 1st October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370	"	October 27th, "
"ARABIA"	4,483	Bahle	November 19th, "
"ARAGONIA"	5,198	Schmidt	December 13th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
"Perrin" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " " \$5.00
" " " " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.
S. A. MORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd " " 1.50 " " "
Meals " " 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....1,309	J. P. MARTIN.
"KWONG TUNG".....1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"HINDUSTAN".....10th	October.
"ST. HUGO".....18th	November.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th October, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above,
on TUESDAY, the 11th instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th October, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Capt. Belaito, will be despatched as above, on
THURSDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 6th October, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN,"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th September, 1904.

DAMPFSCHIFFS RHEDEER "UNION"
ACTIEN GESELLSCHAFT,
HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
25th instant.For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 4th October, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying H. Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 8th October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo. Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due to London on the 20th November.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th October, 1904.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUETOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE" Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with
the Australian Line S.S. Calcutta bound for
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 17th October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.L. BRIDOU,
Acting Agent.

Hongkong, 5th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	Oct. 20
Hyades	3,753	Geo. Wright	"
Platades	3,753	F. G. Farrington	"
Tremont	9,666	T. W. Garlick	"

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw a.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 7th October, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oriana*.From Australia, ex S.S. *Marmora*.From Calcutta, ex S.S. *Palma*.From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MANCHURIA,"

are hereby notified that their Goods are
at their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 10th
instant will be subject to rent.All Claims must be sent in to me on or
before the 13th instant (or) they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 4th October, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 6th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th October, 1904.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd October, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Intimations.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS:—2, 1CR. HOUSE ROAD.

W. STUART HARRISON,
Manager.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李國隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
L.D., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 2nd September, 1904. (995)

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naptha of the best

kind kept in stock.

TAI KOWNG CO.

15, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. (1)

SAVARESE'S
SANDAL
CAPSULES
Efficiency because absolutely pure
English oil, not adulterated with
any foreign matter.
First on Market.

Shipping.

Vessels in Port.

STREMBUR.

Agincourt, Br. s.s., 2,876, J. E. Watson, 3rd
Oct.—Hainan 1st Oct. Sand and Water.

Order.

Auchenard, Br. s.s., 2,351, R. Bryce, 4th Oct.,
—Moji 28th Sept. Coal.—M. B. K.

Athenian, Br. s.s., 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C. 29th Aug. and
Shanghai 25th Sept. Gen.—C. P. R. Co.

Borneo, Ger. s.s., 1,344, E. Muhle, 1st Oct.,
—Sandakan 27th Sept. Timber and Gen.—
M. & Co.

Capri, Ital. s.s., 2,783, G. Belsito, 5th Oct.,
—Bombay 19th Sept. and Singapore 29th,
Gen.—C. & Co.

Carl Menzell, Ger. s.s., 2,84, Voss, 2nd Oct.,
—Hongkong 30th Sept. Gen.—E. A. T. Co.

Counfield, Br. s.s., 2,874, W. Martin, 1st
Oct.—Durban 6th Sept. Ballast.—G. L.
Co.

Devavongse, Ger. s.s., 1,058, Ch. Kumpel, 2nd
Oct.—Bangkok 24th Sept. and Swatow
1st Oct. Rice and Timber.—B. & S.

Elg, Nor. s.s., 708, Christophersen, 30th Sept.,
—Hilo 26th Sept. Gen.—S. W. & Co.

Empress of China, Br. s.s., 3,046, E. Deetham,
R.N.R., 27th Sept.—Vancouver, B.C. 5th
Sept. and Shanghai 24th, Mails and Gen.—
C. P. R. Co.

Frihuf, Nor. s.s., 891, H. A. Haraldsen, 6th
Oct.—Tamsui via Amoy and Swatow 5th
Oct. Gen.—O. S. K.

Giang Bee, Br. s.s., 1,198, J. D. Follett, 4th
Oct.—Samarang (Java) 26th Sept. Gen.—
Chinese.

Heimdal, Nor. s.s., 761, T. A. Johnson, 6th
Oct.—Swatow 5th Oct. Gen.—D. & Co.
Ld.

Laertes, Br. s.s., 1,341, J. B. Jackson, 1st Oct.,
—Saigon 26th Sept. Meal and Rice.—
Chinese.

Lilia, Br. s.s., 1,831, E. Morris, 28th Sept.,
—Saigon 23rd Sept. Gen.—Yong Seng & Co.

Machew, Ger. s.s., 906, H. Harjes, 6th Oct.,
—Bangkok 28th Sept. and Kolschichang 29th,
Gen.—B. & S.

Madura, Br. s.s., 2,993, F. Kerr, 3rd Oct.,
—Kuchinotzu 28th Sept. Coals.—D. & Co.
Ld.

Madeleine Rickmers, Ger. s.s., 1,020, L.
Glocken, 1st Oct.—Bangkok 24th Sept.
Rice.—B. & S.

Mathilde, Ger. s.s., 698, C. Schlichter, 5th
Oct.—Touman and Hoihow 3rd Oct. Gen.
and Coals.—J. & Co.

Mausang, Br. s.s., 1,644, S. J. Payne, 24th Sept.,
—Sandakan 18th Sept. Timber.—J. M. &
Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders,
4th Oct.—San Francisco 30th Aug. and
Manila 1st Oct. Mails and Gen.—P. M.
S. Co.

Nani Sang, Br. s.s., 2,591, Geo. Payne, 3rd
Oct.—Calcutta via Penang and Singapore
17th Sept. Gen.—J. M. & Co.

Nanshan, Br. s.s., 1,299, F. F. Stovell, 3rd
Oct.—Kuchinotzu 28th Sept. Coal.—M.
B. K.

Nicomedia, Ger. s.s., 4,16, A. Wagner, 26th
Sept.—Portland, Or. 31st Aug. Flour.—
P. & A. S. S. Co.

Paklat, Ger. s.s., 1,018, Demes, 6th Oct.,
—Bangkok 28th Sept. Rice and Wood.—B.
& S.

Rubi, Br. s.s., 1,511, R. W. Almond, 3rd Oct.,
—Manila 1st Oct. Gen.—S. T. & Co.

Suikang, Br. s.s., 1,776, V. Mc C. Liddell, 3rd
Oct.—Samarang 23rd Sept. Sugar.—J.
M. & Co.

Sultan Van Langkat, Dut. s.s., Stigo, 4th Oct.,
—Balik Papan 26th Sept. Bulk Oil.—M.
& Co.

Sungkiang, Br. s.s., 1,021, J. Robinson, 6th
Oct.—Cebu 2nd Oct. Gen.—B. & S.

Wosang, Br. s.s., 1,127, H. S. Malkin, 5th
Oct.—Chefoo 30th Sept. Gen.—J. M. &
Co.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,650, Johnson, 19th
July.—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq, 918, Karten, 6th Aug.—
Manila 24th June, Timber.—Order.

Kentmere, Br. bq, 2,334, Burch, 14th June—
New York 29th Jan. Kerosine.—S. O. Co.

Ships Passed The Canal.

Outward—3rd September—*Tiberghien*, *Indus*,
6th September—*Battleria*, *Maris*,
10th September—*Ulysses*, *Beccaria*,
14th September—*Bennard*, *Atena*, *Kal-*
skud, *Varona*, *Pollux*, *Scythia*, *Schuylykell*,
Skuld, *Monark*, 17th September—*Longships*,
Jason, *Newtonhall*, *Riverdale*, *Shavonia*, 20th
September—*Ranza*, *Princess*, *Celtic*, 24th Sepem-
ber—*Dendighire*, *Agamemnon*, *Sepolia*,
28th September—*Hyton*, *Indravelli*, *Kirkite*,
Lauchian, *Nordpik*, *Silvonia*, *Si. Bida*, 30th
September—*Caydon*, *Fyrhus*, *Monmouthshire*,
Perseid, 4th October—*Bendigar*, *Bennard*,
Fulford, *Hall*, *Seppidan*, *Polynaten*, *Elger*,
Prins Regent Luthold, *Pochin*.

Homeward—10th September—*Benally*, 14th
September—*St. Fillan*, 17th September—
C. Ford Larrie, 30th September—*Yang Tze*,
4th October—*Badania*, *Jawa*.

Arrivals at Home—17th September—*Ke-*
man, *Buchanan*, *Seneca*, *Silverbird*, *Sardinia*,
20th September—*Dinarty*, *Prussan*, *Rhin*,
Richmond Castle, 24th September—*Scotia*,
Touman, 28th September—*Moyuna*, *Pera*,
30th September—*Flintshire*, 4th October—
Bormo.

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shaukiwan, leaving General Post Office at
noon.

Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
8.15 a.m.—11.15 a.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
12.5 p.m.—5.5 p.m.

1 Mail will also be sent.

Canton—Per *Honan*, 8th Oct. 7.30 A.M.

Manila—Per *Rubi*, 8th Oct. 9 A.M.

Bombay—Per *India*, 10th Oct. 11 A.M.

Batavia—Per *Thaler*, 8th Oct. 1 P.M.

Shanghai—Per *Hongshan*, 8th Oct. 1.15 P.M.

Nagasaki—Per *Auchenard*, 8th Oct. 4 P.M.

Saigon—Per *Giang Rai*, 8th Oct. 4 P.M.

Kudat and Sandakan—Per *Mausang*, 8th
Oct. 5 P.M.

Shanghai—Per *Choyang*, 8th Oct. 5 P.M.

Amoy—Per *Devavongse*, 8th Oct. 5 P.M.

Swatow and Bangkok—Per *Madeleine Rick-*
mers, 8th Oct. 5 P.M.

Namtau—Per *Tachun*, 8th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 8th Oct. 5 P.M.

Macao—Per *Wingchai*, 8th Oct. 5 P.M.

HONGKONG.

Amoy and Tamsui—Per *Brillio*,
8th Oct. 5 P.M.

Canton—Per *Kishan*, 9th Oct. 9 A.M.

Kongmoon and Kumchuk—Per *Tak Hing*,
9th Oct. 9 A.M.

Namtau—Per *Tachun*, 9th Oct. 9 A.M.

Sanboe—Per *Hoi Fu*, 9th Oct. 9 A.M.

Macao—Per *Wingchai*, 9th Oct. 9 A.M.

Macao—Per *Hongshan*, 10th Oct. 1.15 P.M.

Macao, Shanghai, Nagasaki, Kobe, Yoko-
hama, Honolulu and San Francisco—Per *Man-*
churia, 10th Oct. 5 P.M.

Kongmoon, Kumchuk, Samshui, Shihing,
Takling and Wuchow—Per *Hongkong*, 10th
Oct. 5 P.M.

Macao—Per *Wingchai*, 11th Oct. 7 A.M.

Macao—Per *Hongshan*, 11th Oct. 1.15 P.M.

Singapore, Penang and Calcutta—Per
Namtau, 11th Oct. 2 P.M.

Shanghai and Chemulpo—Per *Lysmoon*,
11th Oct. 2 P.M.

Tientsin—Per *Wosang*, 11th Oct. 3 P.M.

Amoy, Manila, Iloilo and Cebu—Per *Sung-*
kiang, 11th Oct. 3 P.M.

Manila—Per *Tachun*, 11th Oct. 4 P.M.

Kongmoon and Kumchuk—Per *Tak Hing*,
11th Oct. 5 P.M.

Namtau—Per *Tachun*, 11th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 11th Oct. 5 P.M.

Macao—Per *Wingchai*, 12th Oct. 7 A.M.

Kudat and Sandakan—Per *Borneo*, 12th
Oct. 8 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Victoria and Vancouver, B.C.—Per
Althana, 12th Oct. 10 A.M.

Europe, &c., India, via Taticoria—Per
Sackin, 12th Oct. 11 A.M.

Macao—Per *Hongshan*, 12th Oct. 1.15 P.M.

Ningpo and Shanghai—Per *Whampoa*, 12th
Oct. 4 P.M.

Kongmoon, Kumchuk, Samshui, Shihing,
Takling and Wuchow—Per *Lishan*, 12th Oct.,
5 P.M.

Namtau—Per *Tachun*, 12th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 12th Oct. 5 P.M.

Macao—Per *Wingchai*, 13th Oct. 7 A.M.

Singapore, Penang and Bombay—Per *Capri*,
13th Oct. 11 A.M.

Macao—Per *Hongshan*, 13th Oct. 1.15 P.M.

Namtau—Per *Tachun*, 13th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 13th Oct. 5 P.M.

Macao—Per *Wingchai*, 14th Oct. 7 A.M.

Swatow, Chefoo and Tientsin—Per *CAHli*,
14th Oct. 11 A.M.

Macao—Per *Hongshan*, 14th Oct. 1.15 P.M.

Namtau—Per *Tachun*, 14th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 14th Oct. 5 P.M.

Macao—Per *Wingchai*, 15th Oct. 7 A.M.

Manila—Per *Zafra*, 15th Oct. 9 A.M.

Manila, Timor, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville,
Brisbane, Sydney, Hobart, Launceston, New
Zealand, Adelaide and Perth—Per *Australian*,
15th Oct. 11 A.M.

Macao—Per *Hongshan*, 15th Oct. 1.15 P.M.

Namtau—Per *Tachun*, 15th Oct. 5 P.M.

Sanboe—Per *Hoi Fu*, 15th Oct. 5 P.M.

Europe, &c., India, via Taticoria—Per
Salaste, 18th Oct. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress*
of China, 19th Oct. 11 A.M.

Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Ade-
laide and Perth—Per *Taiyuan*, 27th Oct.,
4 P.M.

Books containing—
12 Postage Stamps of 4 cents
12 " " " 2 " "
12 " " " 1 " "

may be obtained at the counter of the General
Post Office and at Kowloon Post Office. Price
\$1.00 each book.

VISITORS AT THE HOTELS.

CRAIGSBURN.

Clark, J.
Dunn, G. H.
Denison, A.
Gaskell, Mr. and Mrs.
Genthr, Rev. S. & Mrs.
Harrison, W. S.
Lauder, P.

Law, D. R.
Smith, Mr. and Mrs.
Grant
Swan, Mrs. and child
Tulloch, Mr. & child
Woodward, Mr. & Mrs.
and children

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

KOWLOON.

Cody, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Owen, T. M.
Pinkston, Col.
Thomson, Major and
Mrs. G. S.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
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Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
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Moyle, Mrs. C.
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Fuller, Jack
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Moyle, Mrs. C.
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Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle, Mrs. C.
Fidler, Mr.
Fuller, Jack
Jagt, B.
Marshall, Alb.

Moyle

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal } \$38 per doz. qt.
- White Star } Moët & Chandon { 42 " " "
- Brut Impérial } { 50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fracture, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

- The Litre \$5.00
- The Half-Litre 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
RESERVE.								
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$250,000	\$1,494,554	{ Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	{ \$650 sal. & b. London £ 67 \$39 buyers
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$189,143 \$784,441 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 %	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$111,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 7 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1903	9 1/2 %	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1903	6 1/2 %	\$265 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000 \$125,675 \$25,563	\$374,110	\$24 1/2 for 1902	6 1/2 %	\$332 1/2 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$125,675 \$25,563	\$339,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$131
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts } for year ending 30.4.04	5 1/2 %	\$41 sellers \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$30,153	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2 %	\$145 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£400,000 £19,555	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ..	6 %	25/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/4 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 %	Tls. 46 1/2 buyers Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$245
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$250
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/4 for year ending 30.9.03	4 1/2 %	Tls. 60 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	\$490
Raub Australian Gold Mining Company, Limited ...	150,000	£1	£1	£18,100	Dr. £7,236	No. 12 of 1/-	...	\$64 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£4,873	£7,820	No. 3 of 1/6	...	Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half- year 1904	6 1/2 %	\$225 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final - Tls. 12 for year end. 30.4.04 ..	6 1/2 %	Tls. 176 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus \$7 dividend } for 1903	6 1/2 % 6 1/2 %	\$195 sales \$110
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$39,226	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,000	\$25,015	Interim of \$2 1/4 for 1904	4 1/2 %	\$113 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ \$50,000 \$50,989 \$250,000 }	\$28,015	Interim of \$2 1/4 for 1904	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 157 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 189 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/4 for 1903	4 1/2 %	\$27 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$150 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 5 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$30 buyers
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/4 for 1904	5 %	\$59 buyers
HOTELS.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 }	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904 ..	4 1/2 %	Tls. 21 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$200,607 \$50,000 }	\$99,177	90 cents for 1903	7 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 28,034	Interim of 3 1/4 c 1898	...	Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/4 c 1898 on 6,000 shares ...	...	Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.	125,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	4 1/2 %	\$11 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	none	none	First year	...	\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$350,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$13 1/2 ex new
Watkins, Limited	10,000	\$10	\$10	\$50,000	\$1,042	\$1 for 1903	10 %	\$10 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	7 1/2 %	\$94 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00	6 1/2 % 5 1/2 %	\$60 buyers \$10 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £3,000 }	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,173 }	Tls. 7,548	Interim of Tls. 3 1/4 for 1904	8 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 387 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,359	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4 ..	6 1/2 %	T.Tls. 130
Tientsin Native City Waterworks Company, Ltd. ...	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 150
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/4 making \$1 1/2 for 1903	11 1/2 %	\$32 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,582	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	12 1/2 %	\$40 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$50,000	\$10,517	\$3 1/2 for 1903	7 1/2 %	\$47 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$350 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	9 %	\$165 sales
Hongkong High-Level Tramways Company, Ltd. ...	1,750	\$100	\$100	\$50,000	\$4,283	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	5 1/2 %	\$32 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$35 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	none	\$180	{ \$2.70 } for year ended 31.5.1904	10 1/2 %	\$98 buyers
Do. (Founders')	1,000	\$10	\$10	\$20,000	...	...	...	\$180 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$25,551	Interim of 70 cents	6 1/2 %	\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None	...	\$23 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$7,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$11 sales
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$88	\$1 for year ending 30.6.1904	...	\$11
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$1,644	60 cents for year ended 31.5.04	8 1/2 %	\$8 buyers
Maatschappij tot Mijna, Bosch- en Landbouwer- plaat in Langkat	10,000	\$5	\$5	none	...	First year	...	\$4 buyers
Shanghai Horse Bazaar Company, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 Tls. 17,143 }	Tls. 27,187	3rd quarterly of Tls. 10 paid 15.9.04 making 30/- for Tls. 30, a/c 1904	13 %	Tls. 310 sales
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 %	Tls. 100 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 155 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sales
Do. (Founders')	123	\$15	\$12	...	...	None	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904	6 1/2 %	\$8 buyers
E. L. Morden, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1904	...	Tls. 400 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
S. Mounie & Company, Limited	4,000	\$50	\$50	\$3,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$52
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	7 1/2 %	\$13 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.1.1903	7 1/2 %	\$36 buyers
Fraser and Neave, Limited	1,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.12.1903	7 1/2 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,500	\$50	\$50	...	...	First year	...	\$20
South China Morning Post, Limited	6,000	£25	£25	none	Dr. \$39,020	None	...	\$50